



Crews began working on the Mason Street Bridge over US 41 in February.

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## Brown County now fully engaged

Construction activity along US 41 in Brown County is noticeably more intense in 2012, as the northern most segment of the US 41 Project hits its stride. Meanwhile, motorists to the south in Winnebago County are beginning to see glimmers of what the completed US 41 looks like.

That's according to Brian Roper, US 41/WIS 441 Projects Group Chief for the Wisconsin Department of Transportation (WisDOT). "We're talking about very significant construction in Brown County this season," Roper said. "Major construction areas include the Mason Street (WIS 54) interchange (closed for reconstruction until August), Main Avenue (County G) in De Pere, and mainline work from Orange Lane to Glory Road and from 9th Street to Memorial Drive." Roper said that work continues on the WIS 29/US 41 interchange, including mainline reconstruction on WIS 29, from County J to Duck Creek.

While Winnebago County is further along, Roper said motorists are still seeing plenty of construction underway in the Oshkosh area.

The main activity areas in Winnebago County are the mainline reconstruction work from US 45



Brian Roper  
Group Chief  
WisDOT

to Breezewood Lane, and the work at the US 45 and WIS 21 interchanges. "Last year we had roughly 17 miles of the US 41 mainline under construction in Winnebago County," Roper said. "This year it is about 12 miles, meaning motorists are able to enjoy five miles of the new six-lane mainline," he said.

Roper also noted that the WIS 21 interchange closes March 19 for reconstruction, while the US 45 interchange is scheduled for completion, with the flyover ramp scheduled to open by July. "Vacationers traveling north from US 41 to US 45 over the Independence Day holiday will find it easier going this year," Roper said.

Also of significance this year in Winnebago County is the ongoing work on the Lake Butte des

Morts Causeway, where traffic will be switched onto new southbound lanes and bridges this summer. "Come late summer or early fall, we'll be into demolition and removal of the old bridges," said Tom Buchholz, WisDOT Project Manager. Buchholz said boat traffic will be impacted more than cars and trucks on US 41. "Boaters need to be aware that the bridges they travel under are going to change from one weekend to the next."

Roper thanks motorists for their past and future patience on the highway. "Our message to all travelers is be prepared and allow a little extra time if you'll be driving on US 41 in Brown or Winnebago counties," Roper said.

## Construction details inside



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## Delays likely on I-43 near Leo Frigo Memorial Bridge (Tower Drive)

Motorists who cross the Fox River on Green Bay's Leo Frigo Memorial Bridge (Tower Drive) may want to consider using an alternate route, as construction activities on this stretch of I-43 will add significant travel time this construction season.

WisDOT will improve a portion of the I-43 corridor—including the Leo Frigo Memorial Bridge—in 2012 and 2013. The project will repair three bridges, improve adjacent local intersections and replace deteriorating pavement along I-43, one of the region's most heavily traveled stretches of freeway. The work zone is between Military and Irwin avenues.

Work will begin in May of this year and extend through November before resuming again in the spring of 2013. Lane closures will occur on mainline I-43 throughout the

work zone in 2012.

Construction activities will also require the full or partial closure of the interchanges at Atkinson Drive, Webster Avenue, Military Avenue, and WIS 54/57 during various stages of the project. Lane closures and significant travel delays on

I-43 are expected during peak travel periods. Motorists are encouraged to consider carpooling, using

public transit or using alternate routes, including US 41/141, WIS 172, WIS 29, WIS 54/57.

I-43 is an important corridor for motorists in northeast Wisconsin. The I-43 Project will improve travel along this corridor and complement the improvements being made to the US 41 Corridor.

**"Lane closures and significant travel delays on I-43 are expected during peak travel periods"**

## US 41 Project business resources

The US 41 Project has a variety of resources available to businesses that are affected by the construction project. These include a map locator tool, print ad templates and examples, web banner ads, in-store signage templates and examples, a temporary business sign application and more. Log on to [www.US41wisconsin.gov](http://www.US41wisconsin.gov) and click on "Resources."



## Making WIS 29 in Brown County a better place to drive

The WIS 29 Corridor in Brown County, already one of the busiest in northeast Wisconsin, is going to get busier. Traffic east of County FF, currently averaging 27,200 vehicles per day, is projected to increase to nearly 50,000 vehicles per day by 2034.

Moving that amount of traffic safely and efficiently is a priority for WisDOT's northeast region, so they completed a corridor preservation plan in 2008. It identifies improvements necessary to convert the highway to a freeway from County FF to County U in the villages of Hobart and Howard in Brown and Outagamie counties.

Freeways provide more controlled access (how and where vehicles enter and exit) to the highway than other types of roads. They reduce conflict points through the use of on and off ramps and overpasses, rather than at-grade intersections. This significantly reduces the likelihood of severe accidents and traffic moves more smoothly.

Two projects resulted from this plan.

In fall 2013:

- County FF/WIS 29 intersection will be converted to a diamond interchange
- Golden Pond Park Court access is being relocated
- Catherine Drive will be converted into a cul-de-sac
- Woodland Road/Sunlite Drive is being relocated and the WIS 29 intersection closed

Roundabouts are going to be built at County FF/Golden Pond Park/Navajo Trail; County FF/WIS 29 interchange ramps; and Sherwood/Shawano Avenue (County C).

County FF and Sherwood Street are being closed during some of the construction, though local access will be maintained. Cost is estimated at approximately \$14 million with real estate acquisition starting in 2012.

This project needs to move forward now, since traffic at the FF interchange will increase due to County EB (Packerland Drive) closing at WIS 29 in 2015, part of the US 41 Project. Constructing a diamond

interchange at County FF/WIS 29 prior to the County EB closure will help improve safety at this location as traffic increases.

WisDOT also plans a second project that will be scheduled once funding is available. The work includes:

- County VV/WIS 29 intersection will be converted to a diamond interchange.
- North Pine Tree Road will be extended with a new overpass at WIS 29
- Milltown Road and Old Highway 29 will be realigned
- An overpass will be constructed at County U overpass

Cost is estimated at approximately \$32 million.

The public can learn more about both projects and how WisDOT plans to continue to improve safety and mobility on the WIS 29 corridor at an information meeting being scheduled for spring 2012. Watch for the announcement!

# US 41 construction outlook for 2012



## Brown County

(Construction schedules are subject to change)

 Traffic impacts     Alternate routes     Detour

### 1 Lakeview Drive bridge construction



August through December 2012

 | Lakeview Drive at US 41 will be CLOSED while a new bridge is reconstructed over US 41.  | Alternate routes across US 41 include Velp Avenue and Lineville Road.

### 2 County RK and County J


June 2011 Through June 2012

Completion of the County RK and County J construction near WIS 29.

 | In spring of 2012, County J will CLOSE for approximately eight weeks north of WIS 29. County RK will remain open to traffic with intermittent lane closures for paving operations.  | Alternative routes include County FF and Packerland Drive (County EB).


### 3 WIS 29 Mainline (County J to Duck Creek)

March through November 2012

Reconstruction of the WIS 29 mainline.  | Two lanes of traffic will be maintained on WIS 29 in each direction, with limited daytime and nighttime lane closures. Access to and from Packerland Drive (County EB) will be maintained.




### 4 New Shawano Avenue and Packerland Drive (County EB)

February through November 2012

Construction of new Shawano Avenue, located north of the existing WIS 29 facility, along with ramps connecting Packerland Drive (County EB) with WIS 29 to and from the west.  | Traffic will utilize existing WIS 29 and Packerland Drive (County EB) during construction of the new facilities. Dousman Street will CLOSE for about two weeks in late summer to enable construction crews to build a new connection between Dousman Street and Shawano Avenue. Dousman Street between US 41 and Taylor Street will permanently CLOSE October 2012.

### 5 Mason Street (WIS 54) Interchange


September 2011 through August 2012

Reconstruction of Mason Street interchange.  | The Mason Street interchange and bridge is now CLOSED and will reopen in August 2012.  | Access to and from US 41 available at WIS 29 (Shawano Avenue) and Lombardi Avenue, along with access across US 41 at Larsen Road and 9th Street. Some intermittent closures at 9th Street will occur.  | Through traffic on WIS 54; WIS 172 to I-43 to WIS 54.

### 6 Lombardi Avenue (County VK) Interchange

March through September 2012



Reconstruction of Lombardi Avenue interchange.

 | Lombardi Avenue will have two lanes open each direction throughout construction, with possible lane reductions at night. The one exception is from August to September, there will be one lane open in each direction along a short segment of Lombardi Avenue near Shady Lane. Access to and from US 41 will be maintained.

### 7 Main Avenue (County G) Interchange

March through November 2012

Reconstruction of Main Avenue interchange; expand and improve park and ride lot.

 | Construction at the Main Avenue interchange including the scheduled closure of the southbound on-ramp to US 41 began in March. Main Avenue, under US 41 will remain open with one lane of traffic in each direction. The entire interchange and Main Avenue beneath US 41 will be CLOSED to traffic for 60 days between August and November. The Lawrence Drive park and ride lot may be CLOSED from March to October—exact closure dates to be determined (see [www.dot.wisconsin.gov/travel/parkride/brown.htm](http://www.dot.wisconsin.gov/travel/parkride/brown.htm) for alternate lots).  | Access to and from US 41 available at Scheuring Road (County F) and Oneida Street (County AAA), with Glory Road and Grant Street providing access across US 41.


### 8 US 41 Mainline

(Orange Lane to Glory Road-  
March 2012 through June 2013)

(9th Street to Larsen Road-  
September 2011 through October 2012)

(Larsen Road to Memorial Drive-  
August 2012 through August 2014)

Reconstruction of the US 41 mainline, including construction to replace box culverts along the mainline and the 9th Street bridge.

 | The US 41 mainline will have two lanes of traffic in each direction, with possible nighttime lane CLOSURES. Lanes will be constricted.

1 – 8 Download individual Project Briefs at [www.US41wisconsin.gov](http://www.US41wisconsin.gov). Click on "OVERVIEW" then "ABOUT THE PROJECT."

# US 41 construction outlook for 2012

## Winnebago County


(Construction schedules are subject to change)

 Traffic impacts     Alternate routes     Detour

### A US 41 Mainline Paving



US 45 to Breezewood Lane - April 2011 through May 2013

Witzel Avenue to US 45 - August 2011 through July 2013

 | The US 41 mainline will have two lanes of traffic in each direction. Expect periodic nighttime lane CLOSURES from 7 p.m. to 5 a.m.


### B US 45 Interchange

August 2010 through August 2012

Completion of the interchange to provide free-flow movements between US 41 and US 45.  | The northbound entrance and exit ramps at US 41 and the northbound flyover ramp to US 45 will be CLOSED until July 2012.  | US 41 to WIS 76 to US 10 to US 45.



### C Lake Butte des Morts Causeway

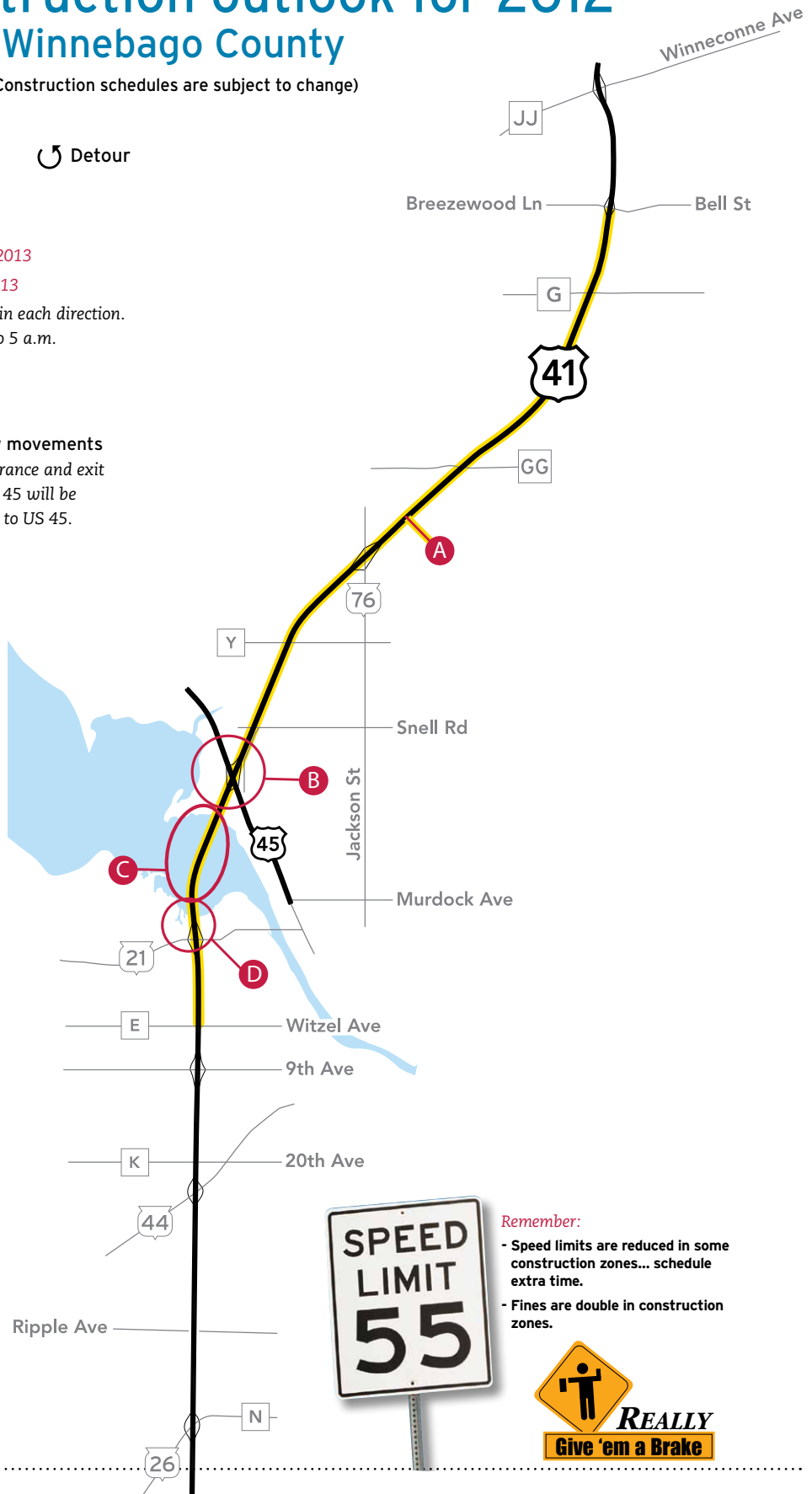
August 2009 through September 2013

Construction began in September of 2011 on three new bridge structures on the new southbound lanes west of the existing roadway.  | Two lanes of traffic will remain open in both directions, but lanes and shoulders will be narrow; motorists may experience temporary nighttime CLOSURES as trucks and equipment move in and out of the work zone.

### D WIS 21 Interchange

July 2011 through August 2013

Reconstruct the existing interchange and roundabouts on WIS 21 and ramp ends, including bicycle and pedestrian accommodations.  | This interchange will CLOSE from March through November 2012. In 2013 there will be staged construction with nighttime lane CLOSURES on US 41. Movements to North Washburn Street/Brooks Lane and Rath Lane will always be available via WIS 21 and/or local street connections.  | US 41 to WIS 44 to WIS 91 to WIS 49 to WIS 21.



**Remember:**

- Speed limits are reduced in some construction zones... schedule extra time.
- Fines are double in construction zones.



A – D Download individual Project Briefs at [www.US41wisconsin.gov](http://www.US41wisconsin.gov). Click on “OVERVIEW” then “ABOUT THE PROJECT.”



# Building a better connection at WIS 441

The WIS 441 Bridge over Little Lake Butte des Morts, part of the Tri-County Freeway and the southern interchange with US 41, is about to get a makeover. Construction is currently scheduled to start in 2015 on a project that will widen a section

of the freeway and add missing movements to the interchange.

WisDOT is developing plans to reconstruct part of the heavily traveled US 10/WIS 441 Tri-County freeway. The WIS 441 Tri-County Project will reconstruct and expand the Tri-County Freeway from four to six lanes between Cold Spring Road and Oneida Street (approximately six miles). This stretch of highway touches on Outagamie, Winnebago and Calumet Counties. The project is needed to address safety concerns and traffic demands

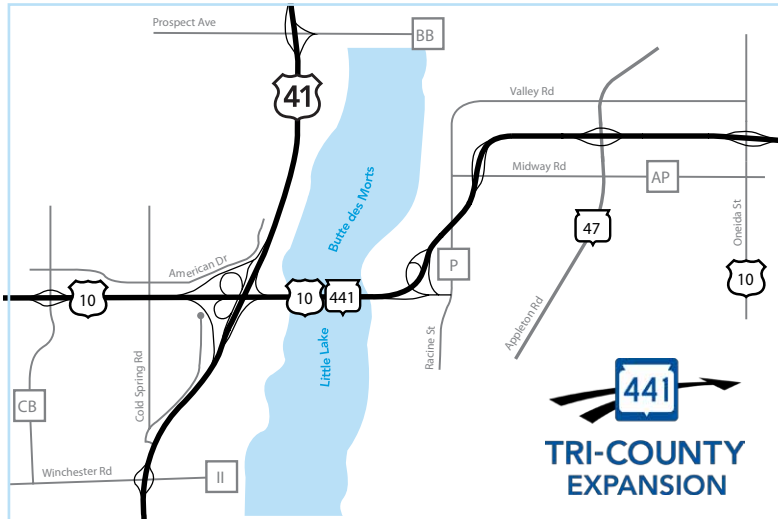
on one of the region's vital transportation routes.

Additional lanes of traffic are needed on US 10/WIS 441 to handle expected traffic increases safely in the years ahead. Most of the existing interchanges also need improvements. Among other things, this project will:

- Restore the two missing movements within the US 41 / WIS 441 system interchange, eastbound US 10 to northbound US 41 & northbound US 41 to westbound US 10.
- Construct a second bridge over Little Lake Butte des Morts.

WisDOT is currently working on the project design and acquiring property needed for reconstruction.

A public information meeting on the WIS 441 Tri-County Project is tentatively scheduled for Thursday, May 10, starting at 5:30 p.m. It will be held in the Commons Room at the Butte des Morts Elementary School, 501 Tayco Street, Menasha.



## Many moving parts to US 41 Project

As one of the largest transportation improvement projects ever undertaken in Wisconsin, coordination is key. Without it, the many moving parts that make up the US 41 Project simply wouldn't mesh.

"We strive to keep everyone safe and traffic disruptions to a minimum. To do that we are constantly juggling schedules and construction staging," said Will Dorsey, WisDOT's Northeast Region Director. "Undoubtedly, with a project of this size there are going to be traffic headaches, but residents and



Will Dorsey  
NE Region Director  
WisDOT

two segments of the US 41 Project, there are other highway projects that WisDOT is conducting concurrently that are separate - but related.

"For example," Dorsey said, "We will be upgrading a portion of I-43 in Green Bay, including the Leo Frigo Memorial Bridge (Tower Drive). This project is being done in advance of the reconstruction of the I-43/US 41 interchange re-build." Dorsey noted that other separate but related projects include the WIS 29 Corridor improvement in Brown County near County FF, and the WIS 441 Tri-County Project in Outagamie, Winnebago and Calumet Counties. (See related stories for project details.)

Dorsey said that WisDOT will continue to provide as much project detail in advance as possible, via the US 41 Project Newsletter, project website ([www.US41wisconsin.gov](http://www.US41wisconsin.gov)), Facebook, Twitter and public meetings. "I would just like to thank everyone for their cooperation and support," Dorsey said.

**"We strive to keep everyone safe and traffic disruptions to a minimum."**

-Will Dorsey

Dorsey noted that in addition to the



## Fast Facts

### Brown County

- Project length: 14 miles
- Limits: Orange Lane to Lineville Road (County M)

#### Why it's needed:

- US 41 traffic volumes (2005 count): 47,700 to 79,700 vehicles per day
- US 41 forecasted traffic volumes (2035): 65,000 to 121,700 vehicles per day

### Winnebago County

- Project length: 17 miles
- Limits: WIS 26 south of Oshkosh to Breezewood Lane in Neenah

#### Why it's needed:

- US 41 is the only high speed route crossing Lake Butte des Morts
- Crash rates near WIS 21, US 45 and the Lake Butte des Morts Causeway are above state averages

**Wisconsin Department of Transportation**

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# US 41 Project Newsletter

► Spring 2012

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